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## ***Transportation Update***

***October 2001***

### **CMA Approves Approach to Programming Additional Funding**

At its September 27<sup>th</sup> meeting, the CMA approved projects totaling \$125 million for two programs – funds generated by the CMA's exchange program and the 2002 State Transportation Improvement Program. An additional \$17 million is available for projects that were not ready for funding in September. Projects on this list of future candidates total approximately \$41 million. In October, the CMA adopted an approach to considering these projects for the remaining funding. The CMA will review the status of these projects on a quarterly basis, beginning in January 2002. Project sponsors wishing to be considered for the quarterly review and possible funding must submit evidence that the project is ready by the 15<sup>th</sup> of the preceding month – December 15<sup>th</sup> for the first round. For further information contact Frank Furger at the CMA offices.

### **Conformance with the Congestion Management Program**

Conformance with the CMP is determined annually, generally at the November meeting. As of the October CMA meeting, only a few remaining issues needed resolution with the City of Oakland. All other jurisdictions are in full compliance with the CMP.

### **Air Quality and Transportation**

At the CMA's September meeting, MTC staff provided a status report on the federal Ozone Attainment Plan, air quality conformity "freeze" and "lapse" issues, and

the impact on transportation projects. In the case of a lapse, major transportation projects will be delayed. Only a small list of transit and highway projects that do not impact air quality will be allowed to proceed. A list of those projects potentially delayed is available from MTC.

On October 24, 2001, MTC, the Bay Area Air Quality Management District and ABAG approved a revised Ozone Attainment Plan aimed at addressing concerns previously expressed by US EPA, the California Air Resources Board (CARB) and the public. The revised Plan will be considered by CARB on November 1, 2001.

### **Governor Approves Legislature's Toll Bridge Funding Plan**

At the conclusion of the Legislative session, a compromise proposal was approved to fund the rising costs of the seismic retrofit of the State's toll bridges. Total funding was increased from \$2.6 to \$4.6 billion, with state/federal funding increased by \$642 million. Local funding will come from a continuation of the \$1 surcharge on Bay Area toll bridges. This agreement is contained in AB 1171 (Dutra). The Governor signed the bill on September 14, 2001.

### **Regional Transportation Plan Update**

MTC has released its draft Regional Transportation Plan, which identifies project and program commitments for the next 25 years. The RTP is updated every three years. MTC has accepted the vast majority of the CMA's proposals for Alameda County and included them in the RTP. Some minor

differences exist for transit proposals in the Livermore Valley and the funding for regional rideshare program. The CMA has requested MTC to make changes to better align the RTP to its long-range transportation plan for Alameda County.

## Legislation

AB 608 (Dickerson) This bill would permit the California Transportation Commission to adjust the cost counted against a "County Share" if the actual cost is less than 80% of the engineer's estimate. The CMA supports this bill. The bill has been signed by the Governor.

AB 1419 (Aroner) This bill would enact a process to leverage property at the Transbay Terminal site in San Francisco to finance the construction of a new terminal at the same location. The ownership of the new terminal would be transferred to San Francisco and a new authority that includes AC Transit. The Governor vetoed this bill, stating that the bill would jeopardize the schedule and cost for completion of the seismic retrofit of the westerly approach to the Bay Bridge and directing Caltrans to make the transfer administratively while protecting the State's interests.

SB 473 (Perata) This bill would require MTC to adopt a performance measurement system for new regional transportation projects, to prepare congestion, bus rapid transit and system management plans for regional bridge corridors, and to prepare a commuter rail services plan. The CMA supports SB 473 (Perata). The Governor vetoed this bill, citing cost concerns and that MTC is already pursuing many of the studies.

## Deadlines to Note

CMA Transportation Improvement Program  
\$17 million remains to be programmed. Projects in the CMA's adopted Group II list will be

considered for funding starting in January 2002. Sponsors wishing to have their projects considered in January must submit documentation to the CMA by December 15<sup>th</sup>.

Federal Funding Programs – Delivery Deadlines  
Projects programmed with Cycle II TEA-21 funds must have obligated these funds by September 30, 2002. Failure to comply with this deadline could result in the loss of funds programmed to the project. Sponsors with projects that may have problems with this deadline should contact CMA staff immediately.

## Upcoming Meetings

November	6	CMA Technical Advisory Committee
	7/8	CTC (San Diego)
	9	I-680 Corridor Policy Advisory Committee
	13	CMA Administration & Legislation Committee
	13	CMA Plans & Programs Committee
	19	Altamont Commuter Express (ACE) Board
	29	CMA Board Meeting
December	3	I-580 Corridor Policy Advisory Committee
	4	CMA Technical Advisory Committee
	10	CMA Admin & Legislation Committee (canceled)
	10	CMA Plans & Programs Committee
	12/13	CTC (San Francisco)
	13	San Pablo Ave Policy Committee
	17	Altamont Commuter Express (ACE) Board
	17	I-880 Corridor Steering Committee
	20	CMA Board Meeting

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